

Leesburg Standing Residential Traffic Committee Minutes of Monday, June 30, 2003

The Leesburg Standing Residential Traffic Committee met on Monday, June 30, 2003, in the Lower Level Conference Room of the Municipal Government Center, 25 West Market Street, Leesburg, Virginia. The meeting was called to order at 7:00 p.m.

Members Present

Elizabeth Whiting, Chair
Vice Chair Ric Knight
Vice Mayor Mervin Jackson

Gabriella Kelemen
Peg Coleman

Town Staff Present

Calvin Grow
Mike Bomgardner
Nick Colonna

Citizens present

Sandy Kane (S.E. Quadrant candidate)
Craig Lane
Mac Willingham

1. *Minutes:* On motion by Calvin Grow, seconded by Ric Knight, the minutes of the June 2, 2003 meeting were unanimously approved as presented.
2. *Public Comment:* (a) Liz Whiting acknowledged Sandy Kane and introduced her as a candidate for appointment to serve the remainder of Andrew McClellan's term. Ms. Kane gave an overview of her involvement in civic and neighborhood matters since moving to Leesburg in 1987. (b) Craig Lane asked when Lawson Road would be reopened across Tuscarora Creek. Calvin Grow said he would call Orland Jackson on Tuesday morning to find out and would let Mr. Lane know. (c) Mac Willingham indicated that he was here to observe the Committee in action.
3. *FY'03 Traffic Calming Carry-Over Funding:* Vice Mayor Mervin Jackson reported that the Town Council voted 7-0 to approve carrying over \$6,888 unexpended funds as part of the traffic calming budget. The Committee expressed their appreciation to Vice Mayor Jackson in spearheading this request; it will allow the Committee a more reflective decision on committing these funds, since the shortfall in funding for the South King Street/Fairfax Street traffic calming project only became apparent at the end of the fiscal year. Sandy Kane asked whether this meant the funding for improvements in the Kincaid Forest and Tavistock Farms neighborhoods could be increased. Liz Whiting indicated that she was reluctant to so re-allocate the funds without more study on how the South King Street/Fairfax Street improvements might be funded, since this would have the result of dropping them back another full fiscal year.

Liz Whiting also noted that after she had said she would pursue donations to install landscaping with the Edwards Ferry Road/Catoctin Circle stop sign installation two things happened: (i) Summer arrived, making it unwise to

plant until Fall and (ii) Ms. Whiting was approached by Karen Jones with the idea of making landscaping improvements such as the SRTC projects and the Way-Finding Signage undertakings a Main Street project, possibly designing a fund-raising campaign across the board for such improvements or designing some sort of competition where businesses could propose how they would improve identified locations and would be given credit if their proposal was selected. The Committee agreed it was worth exploring these options and noted that they represented a possibility for stretching the SRTC budget by attracting funds that we otherwise felt were needed to make proposed projects attractive, as well as effective, amenities.

4. *All-way Stops at Ayrlee Avenue and Fairview Street and Morven Park Road:* Calvin Grow reported that recent speed studies showed average speeds northbound on Fairview as 27 mph and southbound as 25 mph. Average speeds in both directions on Morven Park Road were 25 mph. Councilmember Melinda Kramer had urged the Committee to consider that both intersections are unusual. Staff indicated that they did not observe conditions that made either intersection unusual, although complaints of dropping off and picking up children at Loudoun County Day School have come up from time to time. Ric Knight reported his perception that overall neighborhood traffic speeds are lower than they have been historically.

On motion by Ric Knight, seconded by Nick Colonna, the Committee voted to support the staff recommendation that all-way stops are not appropriate under the present circumstances.

5. *Lawson Road/Battlefield Parkway Status:* Calvin Grow reviewed a lengthy letter referred by Councilman Frank Buttery from John and Wendy Drury. This letter also appeared to prompt Councilman Fernando Martinez' request for information at the June 2 meeting.

Calvin Grow walked the Committee through the documentation regarding closing Lawson Road across the Tuscarora Creek. The Town Council has approved closing the road, with cul-de-sacs at either side of the creek, but only after Battlefield Parkway has been opened from Sycolin Road north to Route 7 (East Market Street). The estimate for improvements required to cross the creek is \$20,000,000. While staff are exploring alternatives to saving and investing the approximate \$1,500,000 in urban funds the town receives yearly, it is still clear that construction of the Battlefield Parkway improvements that will allow taking this section of Lawson Road out of service are a long way off.

Sandy Kane expressed concern that when Sycolin/Lawson Road improvements are commenced in the next couple of years, residents in Kincaid Forest and Tavistock Farms are threatened with dangerous isolation at those times when the present Lawson Road creek crossing is impassible.

Calvin Grow explained that Sycolin Road improvements will be able to proceed two lanes at a time, allowing the present service to continue unabated.

6. *Fort Evans Road Sidewalk (and drainage) Improvements:* Liz Whiting reported at the June 2, 2003 meeting that Councilmember Fernando Martinez had asked what could be done to reduce conflicts between motorists and pedestrians using Fort Evans Road between Market Street and Heritage Way. Calvin Grow noted that the Fort Evans Road sidewalk in that area is project #55 on the adopted Capital Improvement Plan. Ms. Whiting said she would write Councilman Martinez and note that all CIP projects are reviewed yearly and it would be appropriate at that time for the Council to determine whether the relative priority of these improvements should be changed. *[Fort Evans Road could not be marked with a bicycle or parking lane so as to at least separate motorized from non-motorized traffic until the sidewalk is installed.]*
7. *S.E. Quadrant Vacancy:* Vice Mayor Mervin Jackson and Calvin Grow noted that the town's advertisement invites applications until July 11, 2003. They noted that the July 21-22, 2003 Council meetings were the earliest an appointment could be made. Vice Mayor Jackson noted that absent receipt of an extraordinary application, he expected that he would be pleased to endorse Sandy Kane's application to the Council.
8. *Committee member concerns:* (a) Gabe Kelemen asked the Committee to revisit the pedestrian safety/bicyclist campaign, noting that the recent reports of pedestrians being struck by motorists underlined the need and also that she had virtually grabbed pedestrians back from striding into the downtown crosswalks because of her observation that drivers are not yielding the right-of-way despite signage installed by the town. Liz Whiting noted that this has been a topic identified by the Leesburg Main Street Committee. Vice Mayor Mervin Jackson also suggested that this might be supported through the Uran education grant awarded to the police, since the police department earlier had been identified as being crucial to the safety campaign. Ms. Whiting and Ms. Kelemen will coordinate with Karen Jones (EDC and Main Street Committee) to identify approaches. (b) Calvin Grow walked the Committee through handouts that hadn't been addressed: (i) Ms. Whiting's annual letter introducing the SRTC and Saf-T-Ride to the Elementary and Middle School PTO/PTAs; (ii) speed studies at Meade Drive and Lawnhill Court (22 mph average); (iii) Peg Coleman's notice of the S.E. Quadrant tour scheduled July 1, 2003 from 9-11 AM; (iv) notice to contractor to proceed with Edwards Ferry Road/Catoctin Circle improvements; (v) Harrison/Royal Street study (pedestrian crosswalk to be installed); (vi) S.W. Quadrant project follow-up. Mike Bomgardner's evaluations indicated that in Country Club, a crosswalk at the intersection of Country Club/Rollins Drive is feasible, while #201 and 204 Country Club Drive present problems; also, a textured median suggested for Country Club would cost approximately \$60,000—prohibitive for now. A crosswalk at the entrance to the Woodlea pool is feasible, but is opposed by

the owner of the property across Harle Place where the crosswalk would end. A crosswalk at 501 Meade Drive is feasible. Peg Coleman asked for time to get confirmation of support for these three projects in the next week or so, before the town lets a contract. Liz Whiting noted that it would likely be cheapest if all were awarded at the same time.

Meeting was adjourned at 8:36 p.m. The next two meetings are Monday, August 4 and 25, 2003 at 7:00 p.m. Staff is to contact Liz Whiting if anything arises needing Committee consideration in the interim.